

## COMDTINST 16796.7

### COMMANDANT INSTRUCTION 16796.7

Subj: VESSEL SAFETY CHECK PROGRAM

- Ref:
- (a) Auxiliary Manual, COMDTINST M16790.1 (series)
  - (b) Auxiliary Vessel Examiner Manual, COMDTINST M16796.2 (series)
  - (c) Safety Outreach to Recreational Boating Public and Industry: Re-engineering the CME and MDV Programs, Interim Report, July, 1999
  - (d) Front End Analysis: Vessel Examiner, 20 March 1999
  - (e) Addendum No. 4 to the Memorandum of Agreement and Joint Action Plan for Employment of the U.S. Coast Guard Auxiliary in Support of the Coast Guard's National Recreational Boating Safety Program, 30 November 1999

1. PURPOSE. This Instruction changes the Coast Guard Auxiliary's Courtesy Marine Examination Program to the Vessel Safety Check Program and implements significant policy changes, including authorization for other organizations to conduct vessel safety checks under the direction of the Auxiliary.
2. ACTION. Area and district commanders, commanders of maintenance and logistics commands, and commanding officers of headquarters units shall ensure that the units and Auxiliarists under their command adhere to the provisions of this Instruction.
3. DIRECTIVES AFFECTED. Policy guidance in this Instruction supersedes the relevant portions of the Auxiliary Manual, COMDTINST M16790.1 (series), reference (a), and the Auxiliary Vessel Examiner Manual, COMDTINST M16796.2 (series), reference (b). The provisions of this Instruction will be incorporated in future changes to these manuals.
4. DISCUSSION.

- a. There are over 12 million numbered recreational boats in use on America's waterways, with over 78 million people participating in recreational boating activities. As set forth in the Federal

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Boating Safety Act of 1971, ensuring the safe use of these boats is the

responsibility of a partnership of interests, including the Coast Guard and the Auxiliary, the states, the boating industry, and the boating public. The Coast Guard contributes to boating safety with a balance of response, enforcement, and prevention. The Coast Guard responds to about 40,000 search and rescue incidents each year. Coast Guard boats and cutters enforce boating safety laws by performing about 50,000 boardings of recreational boats each year. To help prevent accidents and achieve voluntary compliance with boating safety laws, the Coast Guard Auxiliary gives about 80,000 hours of classroom instruction each year, and conducts over 150,000 Vessel Safety Checks.

- b. As these numbers show, the prevention and voluntary compliance efforts of the Coast Guard Auxiliary are among the most significant Coast Guard contributions to boating safety. However, a number of strategic influences in recent years have threatened to diminish the Auxiliary's leadership role in boating safety. Of perhaps greater concern, these influences have lessened the boaters' desire to seek voluntary compliance with boating safety laws. These influences include steadily growing state legislation requiring education of boat operators, the rise of commercial training providers in response to new state legal requirements, and a diminished public perception of the value of the Vessel Safety Check (formerly called the Courtesy Marine Examination). In response to these trends, the Coast Guard Auxiliary was awarded a grant from the Aquatic Resources (Wallop-Breux) Trust Fund to re-engineer this program to meet the current and future needs of the recreational boating population. Recommendations of the study team convened under the grant included aligning the Vessel Safety Check to current equipment, legal, and safety needs; developing a marketing plan to raise public awareness; and involving other organizations in providing vessel safety checks under the leadership and direction of the Coast Guard Auxiliary. The results of the effort are documented in the study team's report, reference (c). This Instruction implements approved recommendations from the report. This Instruction also implements the recommendations of the Vessel Examiner Front End Analysis, reference (d).

5. POLICY. The following policy changes are effective on 01 May 2000.

- a. The Vessel Examination Program is renamed the Vessel Safety Check Program (VSCP).
- b. The Courtesy Marine Examination and the Personal Watercraft Safety Check are combined into a single examination, renamed the Vessel Safety Check (VSC).
- c. The Courtesy Marine Examination decal and the Personal Watercraft Safety Check decal are replaced by the Vessel Safety Check decal. A sample is shown in enclosure (1).
- d. The Courtesy Marine Examination form, AUX-204 (3-98), and the Personal Watercraft Safety Check form, AUX-204A (3-97) are replaced by the Vessel Safety Check form, AUX-204 (1-2000). A sample is shown in enclosure (2).

- e. In accordance with reference (e), the Coast Guard Auxiliary is designated the National Director of the VSCP and the Executive Agent for the Coast Guard in the overall operation and administration of the program.
- f. Other organizations may be authorized to conduct VSCs as follows.
  - (1) Public and private organizations external to the Coast Guard Auxiliary may be authorized by the Auxiliary, as the National Director of the VSCP, to conduct vessel safety checks on recreational boats and other eligible vessels (not including commercial vessels) and to award the VSC decal. The authority to do so will be granted through a Memorandum of Understanding (MOU) between the authorized provider and the Auxiliary. Authorized providers will be guided by the provisions of reference (b), or any manual which supercedes it.
  - (2) Members of the organizations of authorized providers are NOT entitled to any of the rights, privileges, or protections afforded to members of the Coast Guard Auxiliary or the Coast Guard, nor do they assume any of the authority of the Coast Guard Auxiliary or the Coast Guard. The role of authorized providers is to seek voluntary compliance with federal and state recreational boating safety laws and regulations through one-on-one education with recreational boaters, their families, and their guests on board.
  - (3) Currently, the only authorized provider is the United States Power Squadrons®(USPS). In accordance with the MOU contained in enclosure (3), members of the USPS may conduct VSCs and award the VSC decal.
  - (4) As this initiative moves forward, it is expected that other organizations such as industry associations, federal and state boating safety agencies may become authorized providers.
- g. Certified Auxiliary vessel examiners may conduct VSCs on uninspected passenger vessels less than 65 feet in overall length and carrying six or less passengers for hire, in accordance with the current policy in reference (b). Authorized providers, such as members of the USPS, may not conduct VSCs on uninspected passenger vessels.

6. IMPLEMENTATION.

- a. The policy changes described in this Instruction will become effective on 01 May 2000. On and after that date, members of the Auxiliary and the USPS who are certified as vessel examiners may conduct VSCs and award the VSC decal to recreational boats that pass the safety check.

- b. Members of the Auxiliary and the USPS may begin joint coordination, preparation and qualification training to conduct VSCs at any time prior to 01 May 2000. To support this effort, Auxiliary District Commodores are encouraged to form Steering Committees, consisting of Auxiliary and USPS members. The Steering Committee may be used to plan implementation of the VSC program in each district/region. A new Vessel Safety Check Manual will be issued to reflect many technical and policy changes recommended by reference (c). However, the current manual, coupled with the experience of Auxiliary Vessel Examiners, will serve as a useful and productive starting point for training USPS members in the general techniques of approaching the boater and conducting voluntary examinations.
7. FORMS AVAILABILITY. The Vessel Safety Check form, AUX-204 (1-2000), may be ordered from the Auxiliary National Supply Center.

ERNEST R. RIUTTA  
Assistant Commandant for Operations

- Encl:
- (1) Sample Vessel Safety Check Decal
  - (2) CG Auxiliary Form 204, Vessel Safety Check
  - (3) Memorandum of Agreement between the U.S. Coast Guard Auxiliary and the United States Power Squadrons® for Participation in the Vessel Safety Check Program, January 15, 2000



Sample Vessel Safety Check Decal



Sample Vessel Safety Check Decal



## VESSEL SAFETY CHECK (VSC)

To be completed by a U. S. Coast Guard approved Vessel Examiner.  
See the back of this form for a brief explanation of required items.  
A federal Requirements Pamphlet is also available.

Owner / Operator has attended a CGAUX, USPS, State or [ ] Boating Safety Class: Yes [ ] No [ ]	<b>VSC Decal:</b> <b>Awarded</b> [ ] <b>not Awarded</b> [ ] <b>Number:</b>
Replaced decal was: Last Year [ ]    Outdated [ ]    First time [ ] <b>Date of VSC:</b> [ ]	
Owner/Operator Name:	Registration or Doc. No.

### VESSEL INFORMATION:

Location of VSC - County:	State:	HIN:
Length <16 [ ]    16-25 [ ]    26-39 [ ]    40-65 [ ]    > 65 [ ]	Area of Operations:    Inland [ ]    Coastal [ ]	
Powered by:    Gas [ ]    Diesel [ ]    Sail [ ]    Other [ ]	Type: PWC [ ]    Open [ ]    Cabin [ ]    Other [ ]	

### VESSEL SAFETY CHECK DECAL REQUIREMENTS | RECOMMENDED AND DISCUSSION ITEMS

Item	Yes	No	NA	Item	Yes	No	NA
1. Display of Numbers				<b>(While encouraged, items below are not VSC requirements)</b>			
2. Registration / Documentation				<b>I.</b> Marine Radio			
3. Personal Flotation Devices (PFD)				<b>II.</b> Dewatering Device & Backup			
4. Visual Distress Signals (VDS)				<b>III.</b> Mounted Fire Extinguishers			
5. Fire Extinguishers				<b>IV.</b> Anchor & Line for Area			
6. Ventilation				<b>V.</b> First Aid and PIW Kits (**over)			
7. Backfire Flame Control				<b>VI.</b> Inland Visual Distress Signals			
8. Sound Producing Devices / Bell				<b>VII.</b> Capacity / Cert. of Compliance			
9. Navigation Lights				<b>VIII.</b> Discussion Items: <b>as applies</b>			
10. Pollution Placard				a. Accident Reporting / Owner Responsibility			
11. MARPOL Trash Placard				b. Offshore Operations			
12. Marine Sanitation Devices				c. Nautical Charts / Navigation Aids			
13. Navigation Rules				d. Survival Tips / First Aid			
14. State and/ or Local Requirements				e. Fueling / Fuel Management			
15. Overall Vessel Condition: <b>as applies</b>				f. Float Plan / Weather & Sea Conditions			
a. Deck free of hazards / clean Bilge				g. Insurance Considerations			
b. Safe Electrical / Fuel Systems				h. Boating Check List			
c. Safe Galley / Heating Systems				i. Safe Boating Classes			

I certify that I have personally examined this vessel and find it meets the above requirements at the time of this Vessel Safety Check. I am a qualified Vessel Examiner of the: CGAUX [ ], USPS [ ], State of \_\_\_\_\_ [ ], or \_\_\_\_\_ [ ]

**Printed Name of the Examiner** \_\_\_\_\_ **Examiner Number** \_\_\_\_\_

**Examiner Signature:** \_\_\_\_\_ **Telephone Number** \_\_\_\_\_

**Additional Comments:** *This is not an official boarding for law enforcement purposes. It is recommended that you correct any deficiencies noted. This checklist is furnished for your information. There is no assumption of liability of any kind for advice given or opinions expressed in connection to this examination. By accepting the Vessel Safety Check decal you are pledging to maintain your boat and equipment to the standard of safety exhibited during this examination. Please remove the Vessel Safety Check decal if the boat is sold or no longer meets these requirements.*

**SAFE BOATING.**



## Brief Explanation of VSC Required Items:

**❑ 1. NUMBERING:** The boat's registration number must be permanently attached to each side of the forward half of the boat. They must be plain, vertical, block characters, not less than three (3) inches high, and in a color contrasting with the background. A space or hyphen must separate the letters from the numbers. Place State tax sticker according to State policy. (e.g. **FL 1234 AB** or **FL-1234-AB**)

### ❑ 2. REGISTRATION / DOCUMENTATION:

Registration or Documentation papers must be on board and available. Documentation numbers must be permanently marked on a visible part of the interior structure. The documented boat's name and hailing port must be displayed on the exterior hull in letters not less than 4 inches in height. To be documented a boat must be 5 net tons or greater.

### ❑ 3. PERSONAL FLOTATION DEVICES (PFDs):

Acceptable PFDs (also known as Life Jackets) must be U.S. Coast Guard approved, in good serviceable condition, and of suitable size for the each person on the boat. Children must have properly fitted PFDs designed for children. Wearable PFDs shall be "readily accessible." Throwable devices shall be "immediately available." PFDs shall NOT be stored in unopened plastic packaging. For Personal Watercraft riders, the PFD must be worn and indicate an impact rating. Boats 16 Feet or longer, must also have one Type IV.

### ❑ 4. VISUAL DISTRESS SIGNALS:

All recreational boats used on coastal waters or the Great Lakes are required to carry a minimum of three Coast Guard approved (current dated) day and night visual distress signals. Some signals (e.g. red flares) can serve for both day and night.

Boats operating on inland waters should have some means of making a suitable day and night distress signal. The number and type of Visual Distress Signals is best judged by considering conditions under which the boat will be operating. Alternatives to pyrotechnic devices (flares) include:

<i>Night</i>	<i>Day</i>
Strobe light	Signal mirror
Flashlight	Red or orange flags
Lantern	Hand signals

**❑ 5. FIRE EXTINGUISHERS:** Every power boat requires a minimum of one Coast Guard approved "B-1" extinguisher. Only row boats and sailboats less than 16 feet with no mechanical propulsion are exempt. *NOTE: Fire extinguishers must be readily accessible and verified as serviceable.*

<b>Minimum number of extinguishers required</b>		
<i>Boat Length</i>	<i>No Fixed System</i>	<i>With Fixed System</i>
Less than 26'	one B-1	one B-1
26' to less than 40'	two B-1 or one B-2	one B-1
40' to 65'	three B-1 or one B-1 & one B-2	two B-1 or one B-2

**❑ 6. VENTILATION:** Boats with gasoline engines in closed compartments, built after 1 August 1980 must have a powered ventilation system. Those built prior to that date must have natural or powered ventilation.

Boats with closed fuel tank compartments built after 1 August 1978 must meet requirements by displaying a "certificate of compliance." Boats built before that date must have either natural or powered ventilation in the fuel tank compartment.

### ❑ 7. BACKFIRE FLAME ARRESTER:

All gasoline powered inboard/outboard or inboard motor boats must be equipped with an approved backfire flame control device.

### ❑ 8. SOUND PRODUCING DEVICES:

To comply with Navigation Rules and for distress signaling purposes all boats must carry a sound producing device (whistle, horn, siren, etc.) capable of a 4-second blast audible for 1/2 mile. Boats larger than 39.4 ft. are also required to have a bell (see Navigation Rules.)

### ❑ 9. NAVIGATION LIGHTS:

All boats must be able to display navigation lights between sunset and sunrise and in conditions of reduced visibility. Boats 16 feet or more in length must have properly installed, working navigation lights and an all-around anchor light capable of being lit independently from the red/green/white "running" lights.

### ❑ 10. POLLUTION PLACARD:

Boats 26 feet and over with a machinery compartment must display an oily waste "pollution" placard.

### ❑ 11. MARPOL TRASH PLACARD:

Boats 26 feet and over in length must display a "MARPOL" trash placard. Boats 40 feet and over must also display a written trash disposal plan.

### ❑ 12. MARINE SANITATION DEVICE:

Any installed toilet must be a Coast Guard approved device. Overboard discharge outlets must be capable of being sealed.

### ❑ 13. NAVIGATION RULES:

Boats 39.4 feet and over must have on board a current copy of the Navigation Rules.

### ❑ 14. STATE AND LOCAL REQUIREMENTS:

These requirements must be met before the "Vessel Safety Check" decal can be awarded. A boat must meet the requirements of the state in which it is being examined.

### ❑ 15. OVERALL BOAT CONDITION:

As it applies to this Vessel. Including, but not limited to:

**a. Deck free of hazards and clean bilge** - The boat must be free from fire hazards, in good overall condition, with bilges reasonably clean and visible hull structure generally sound. The use of automobile parts on boat engines is not acceptable. The engine horsepower must not exceed that shown on the capacity plate.

#### **b. Safe Electrical and Fuel Systems:**

The **electrical system** must be protected by fuses or manual reset circuit breakers. Switches and fuse panels must be protected from rain or water spray. Wiring must be in good condition, properly installed and with no exposed areas or deteriorated insulation. Batteries must be secured and terminals covered to prevent accidental arcing. **If installed**, self-circling or kill switch mechanism must be in proper working order. All PWCs **require** an operating self circling or kill switch mechanism.

**Fuel Systems - Portable fuel tanks** (normally 7 gallon capacity or less) must be constructed of non-breakable material and free of corrosion and leaks. All vents must be capable of being closed. The tank must be secured and have a vapor-tight, leak-proof cap. Each **permanent fuel tank** must be properly ventilated.

**c. Safe Galley and Heating Systems** - System and fuel tanks must be properly secured with no flammable materials nearby.

## I. - VIII. RECOMMENDED AND DISCUSSION

**ITEMS:** (Not required for the award of the "Vessel Safety Check" decal.) For the very best boaters, we recommend these additional items. Meeting these requirements reflects your concern for Boating Safety.

**Discussion Items** are educational in nature and add value to the Vessel Safety Check program.

**\*\* Person in the Water (PIW) kit consists of one extra wearable PFD and a throwable type IV PFD w/line.**

For more information: Ask your Vessel Examiner,

Visit <http://SafetySeal.net> or

Call the Boating Safety Hotline – 800-368-5647



***Memorandum of Agreement (MOA)***

Between

The ***United States Coast Guard Auxiliary*** (USCGAUX) and

The ***United States Power Squadrons*** ® (USPS)

For

Participation of USPS

In the ***Vessel Safety Check Program*** (VSCP)

January 15, 2000

## ***The Vessel Safety Check Program (VSCP)***

### **Introduction**

This *Memorandum of Agreement* (MOA) defines and describes the role and duties of the *United States Coast Guard Auxiliary* (USCGAUX) and the *United States Power Squadrons*® (USPS) with respect to the USPS' participation in the *Vessel Safety Check Program* (VSCP).

### **Background**

The USCGAUX is the volunteer civilian component of the United States Coast Guard (USCG). It was authorized by Congress and operates as a non-profit organization dedicated to safety and preservation of the maritime environment.

The USCGAUX developed the Courtesy Motorboat Examination Program in 1947 to provide recreational boaters an advisory review of their vessel's legally required equipment and additional recommended equipment essential to safe boating. It also served to provide one-on-one education of recreational boaters regarding the use of safety equipment, legal requirements and regulations, etc. The program evolved with the addition of sailboats and the name was changed to *Courtesy Marine Examination* (CME). Recently, *personal watercraft* (PWC) were added to the population of eligible vessels and the name has been changed to the *Vessel Safety Check* (VSC). One of the key elements in this program is the administration of *Vessel Safety Check Program* (VSCP) for recreational boaters.

In concert with other outreach efforts in recreational boating safety education, the VSCP provides significant benefits to recreational boaters. Missing, damaged, and/or malfunctioning safety equipment for recreational vessels can be identified at the dock or on land and installed, replaced, or fixed to ensure ready availability in a potential emergency. Boaters are shown how to use this equipment properly and advised of the benefits of other safety equipment. A well-informed and mentally prepared boater is less likely to be involved in an accident and better able to cope with one should it occur. A successful VSC contributes to the peace of mind of the operator, family members, and guests. The decal attesting to successful completion of the VSC is the sign of a responsible boater.

The USCG and USCGAUX are interested in increasing the coverage of this program by increasing the number of persons trained to provide VSCs (*vessel examiners* (VEs)). Having originated this program and having acquired, since 1947, the requisite experience and administrative skills, the USCGAUX is in an excellent position to oversee its expansion and enhancement. In recognition of these facts, the USCG and USCGAUX signed a *Memorandum of Understanding* (MOU) in 1999 that established the USCGAUX as the National Director for the VSCP and as the Executive Agent for the USCG in the overall operation and administration of the program.

One the principal duties of the USCGAUX is the identification of other organizations that might participate directly in the VSCP as authorized providers and to develop and execute MOAs detailing policies to effectively integrate these new providers into the VSCP.

The USPS is a volunteer organization comprised of skilled, active, and safety-conscious boaters who are also dedicated to recreational boating safety. USPS members have developed and taught successful and well-regarded boating safety courses to their members and the recreational boating public. USPS members share many similarities with the members of the USCGAUX. All of its members are graduates of boating safety courses and most have undertaken specialized training in navigation, seamanship, and other relevant courses. Provided requisite training, USPS members will be able to augment the ranks of present USCGAUX VEs and contribute to the growth of this worthwhile program.

USPS leadership has expressed a keen interest in broadening the reach of their activities and in working with the USCGAUX and the USCG on the VSCP. USPS acknowledges the potential benefits of this program and the absolute need to ensure program integrity. In recognition of their qualifications, interests, and commitment to program integrity, the USCGAUX fully supports and endorses the participation of the USPS in the VSCP.

This MOA has been developed to establish a Joint VSCP Steering Council (provide authorization for the establishment of similar organizations at a regional level) and identify the duties and responsibilities of USCGAUX and USPS in this program.

### **Establishment of a National VSCP Steering Council**

USCGAUX and USPS agree to establish a National VSCP Steering Council composed of the USCGAUX National Director, VSCP, as Chair, representatives of the USPS, USCG (G-OPB), along with an organizational representative of other authorized providers. To ensure maximum uniformity and consistency of the VSCP and the vessel checks across the venues of all authorized providers, this council will be responsible to the USCG and USCGAUX for the overall administration and conduct of the VSCP, external marketing to the boating public, actions to procure necessary funding support, coordination of activities under the program, resolution of any issues that arise, and ensuring a smooth working relationship among all VSC providers. To facilitate expeditious resolution of issues, Auxiliary and USPS Districts, along with the comparable organization of any other authorized providers within the Auxiliary District/Region boundaries, will establish joint District/Region VSCP Steering Committee to accomplish day-to-day management of the VSCP in their District/Region in accordance with the policies and procedures defined by the National VSCP Steering Council. The Auxiliary District Commodore will be responsible for the designation of the Chair and the establishment of the District/Region VSCP Steering Committee. Subsidiary Auxiliary, USPS, and other authorized providers of organizational units below

the District/Region level will refer VSCP issues to their respective steering committee for resolution.

## **Funding**

USCGAUX has only very limited internal funds available to support this program. Under its MOU with USCG, USCGAUX has the responsibility (working with G-OPB [Office of Boating Safety] and G-OCX [Office of the Auxiliary]) to prepare estimates of the budget required to carry out the national VSCP, including the resources required to support the efforts of other authorized providers.

USCGAUX has received grant support for the development of initial training materials and decals and will provide these to USPS for distribution to its members. However, additional sources of funds will have to be found to support this program on an ongoing basis. USCGAUX looks to USPS for assistance in writing joint grant proposals for annual funding and in identifying additional funding sources (e.g., commercial firms, foundations, and other potential sources). USPS agrees to help to draft these proposals and to work jointly with the USCGAUX and all other providers, as appropriate, in obtaining funding support identified annually as necessary for the VSCP. However, the USPS accepts full financial responsibility for the cost incurred by USPS participation in the VSCP.

## **USCGAUX Duties and Responsibilities**

With respect to this MOA, the duties and responsibilities of the USCGAUX as the VSCP's National Director and Executive Agent for the USCG include:

- Establish and periodically revise the requirements of VSCs, the eligibility of various types of watercraft for these checks, and the criteria for the award of the VSC decal.
- Develop a standardized national training program, create necessary training materials, and provide assistance in necessary program training to the USPS.
- Establish and maintain oversight over authorized providers to ensure the integrity of the program meets the needs of the boating public and the USCG. Upon consultation, and with the concurrence of G-OPB, USCGAUX may revoke the authority of any authorized provider to conduct VSCs.
- Work with the USPS to develop adequate safeguards to ensure program integrity and to implement remedial measures necessary to correct identified program deficiencies. Issues regarding program integrity should be addressed by the Joint VSCP Steering Council or regional equivalent.
- Design and develop the necessary and appropriate materials (e.g., manuals, videotapes, brochures, and decals) to support the VSCP. Work with USPS as necessary to develop and approve specific materials for their program.

- Work with the USPS to develop and conduct customer surveys to obtain relevant data on the actual and perceived value of the VSC. Utilize surveys and data collected to identify the approaches most likely to increase customer awareness of boating safety and safe boating practices.
- Develop and implement an effective marketing outreach program to promote the interest of the boating public in the VSCP.
- In coordination with the USCG (G-OPB [Office of Boating Safety] and G-OCX [Office of Auxiliary]) and USPS develop a system of reporting program contributions of the USPS to USCGAUX.
- In coordination with USCG (G-OPB and G-OCX) and USPS, develop improved *Measures of Effectiveness* (MOEs) for the VSCP. Provide G-OPB annual and quarterly reports covering the relevant data on program achievements and benefits—including the contributions of USPS.
- Designate an Auxiliary member to serve as the Chair of the National VSCP Steering Council and as Chair of all District/Region VSCP Steering Committees and provide other support staff, as necessary.
- Perform other duties as necessary to ensure the efficient operation of the VSCP.

### **USPS Duties and Responsibilities**

Consistent with its role as an authorized provider of VSCs and participant in the VSCP, the USPS agrees to the following duties and responsibilities:

- Provide a representative to serve on the National VSCP Steering Council. Provide representatives that will serve as a regional point of contact (POC) with all District/Region VSCP Steering Committees.
- Support decisions and recommendations endorsed by the National VSCP Steering Council and/or VSCP National Director.
- Actively market participation in the VSCP to USPS members.
- Accept full responsibility for all liability issues that arise from VSCs conducted by members of the USPS. Neither the USCG nor the USCGAUX are liable for injury, death, property loss, or lawsuits incurred by USPS members.
- Provide suggestions and ideas to the VSCP National Director and/or National VSCP Steering Council with respect to the requirements of VSCs, the eligibility of various types of watercraft for these checks, and the criteria for the award of the VSC decal.

- Publish necessary USPS-specific training materials and establish internal procedures to report results and reward performance.
- Based upon training material and instruction furnished by the USCGAUX, establish an internal training program to qualify USPS members who wish to participate in this program and maintain internal records of member training and qualification.
- Maintain an internal program for the storage and distribution of decals and other program materials to various USPS units and vessel examiners.
- Establish and maintain oversight over authorized USPS participants in the program to ensure the integrity of the program. Working with the advice and counsel of the VSCP National Director and the National VSCP Steering Council and District/Region Steering Committees, as necessary, develop and implement necessary policies to detect and correct examination discrepancies—including, as an ultimate measure, revocation of the authorized provider status of any USPS member.
- With the advice and counsel of the VSCP National Director and/or National VSCP Steering Council, publish necessary and appropriate materials (e.g., manuals, videotapes, brochures, and decals) to support the VSCP.
- Work with the VSCP National Director and/or National VSCP Steering Council to develop and conduct customer surveys to obtain relevant data on the actual and perceived value of the VSC.
- Develop and implement a coordinated and effective marketing outreach program to promote the interest of the boating public in the VSCP.
- Permit the use of the USPS name and logo in all approved VSCP marketing programs.
- Provide timely reports of program activities to the VSCP National Director and to the appropriate District/Region VSCP Steering Committee in a jointly-agreed format.
- Work with the USCG and USCGAUX to provide suggestions for the development of improved program *Measures of Effectiveness* (MOEs).
- The USPS agrees to assist in the drafting of grant proposals and to work jointly with the USCGAUX and all other providers, as appropriate, in obtaining funding support identified annually as necessary for the VSCP.
- The USPS accepts full financial responsibility for any of the costs incurred by the USPS participation in the VSCP not otherwise covered by grants. (See discussion of funding above.)
- Perform other duties as necessary to ensure the efficient operation of the VSCP.

## Effective Date

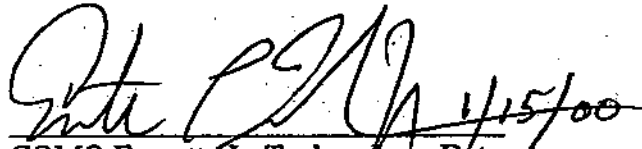
Qualified USPS members are authorized to provide VSCs as of 1 May 2000. All other provisions of this agreement are effective as of the date signed.


## Agreement

The undersigned USCGAUX and USPS officials agree to the premises stated in this MOA and to the duties and responsibilities of each party as set forth above.


This MOA shall remain in effect until cancelled in writing by either party. In the event that either party elects to cancel this agreement, 30 days written notice is required.

## Signatures:

  
COMO Everett L. Tucker, Jr. Date 1/15/00  
National Commodore, USCGAUX

  
Arthur H. Farr, N. Date 1/31/00  
Chief Commander, USPS

Noted on behalf of the United States Coast Guard:

  
Mark S. Kern Date 1/24/00  
Captain, United States Coast Guard,  
Chief Director of the Auxiliary